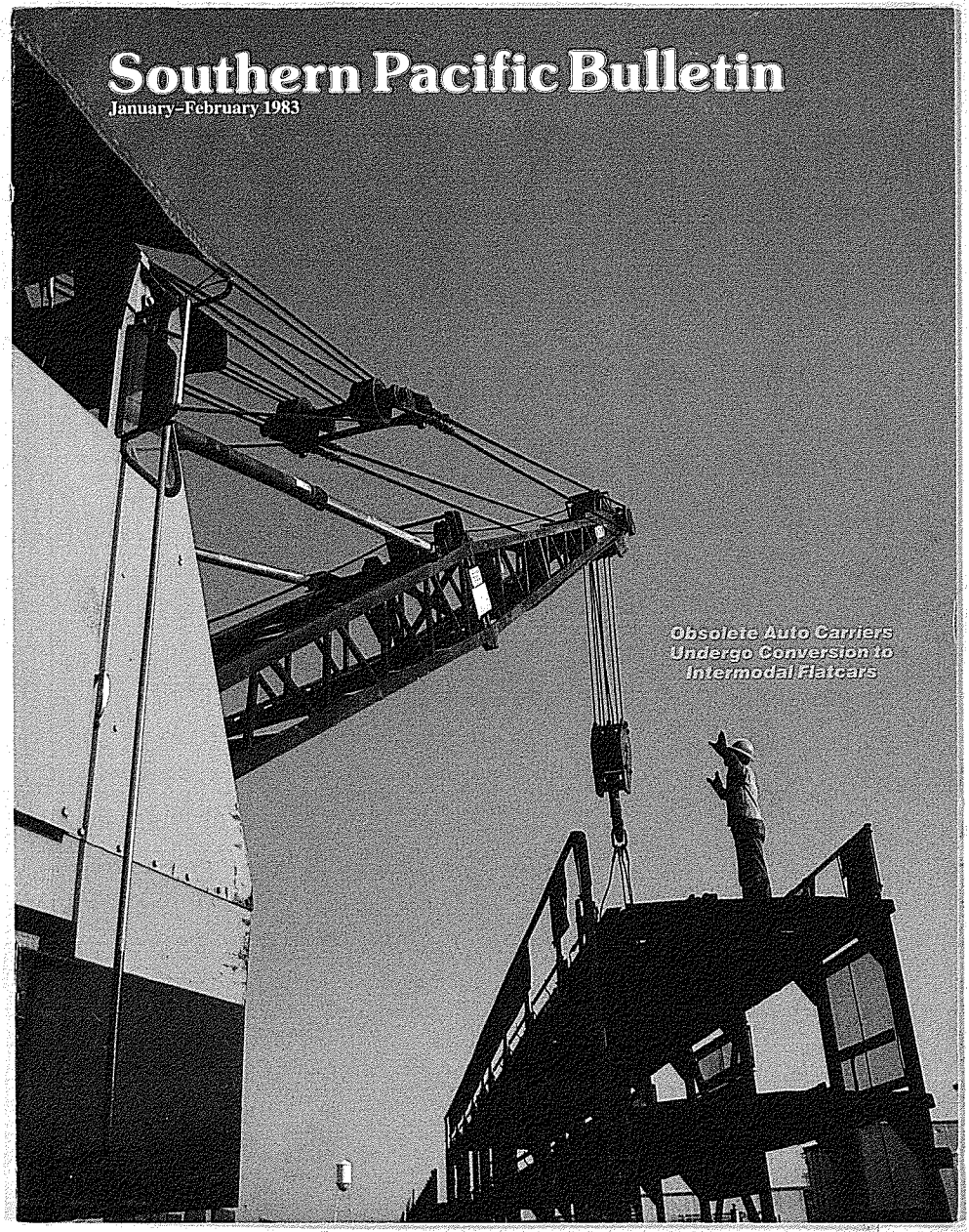
Southern Pacific Bulletin

January–February 1983



Obsolete Auto Carriers Undergo Conversion to Intermodal Flatcars

SOUTHERN PACIFIC BULLETIN
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COVER

Obsolete auto carriers are being converted into flatcars capable of hauling two 45-foot highway trailers at Southern Pacific's freight car rebuilding and repair plant at Roseville, California. Welders dismantle the open-style auto racks before modifications are made to the flatcar. Lead Car Freight Welder Jonathan Dates is shown signaling to the crane operator in preparation for removing the auto rack. The cars are being converted at a rate of four per day. Photo: Chuck Fox.

ROBERT B. HOPPE
Editor

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Building for the Future

The railroad's results in 1982 reflected the sluggishness of the prolonged national recession. It was a year when we had to look again and again at our operating expenses in an effort to determine the best way to offset as much of the recession's impact as possible. At the same time, it was imperative that we maintain quality service for our customers and keep our physical plant in efficient operating condition.

Achieving this delicate balance was possible with the support and hard work of our employees. We have been able to trim costs while building for the future.

When the recovery develops, we expect it to be gradual but sustained. Railroad operations and earnings may show some improvement in 1983, but are expected to remain below pre-recession levels. As a result, we anticipate spending about $100 million for railroad capital improvements this year, compared to $112 million in 1982.

A description of some of the major projects follows:

- Install 1.5 million ties, 100 miles of new rail and 150 miles of recycled second-hand rail.
- Rehabilitate Kansas City's Armourdale Yard.
- Rebuild 24 locomotives at the Sacramento Locomotive Works.
- Begin first-phase construction of an intermodal container transfer facility at Long Beach, Calif.
- Extend three sidings in New Mexico at Vaughn, Three Rivers and Los Tanos on the Kansas City to El Paso route.
- Consolidate SP operations over Western Pacific tracks between Niles and Tracy, Calif. and construct track connections between the two lines.
- Expand the intermodal freight terminal at Oakland.
- Complete three projects that have been underway since 1981: installation of 105 miles of CTC between Houston and Echo, Tex.; expansion of the yard at Lafayette, La.; and construction of yard tracks and a locomotive fueling facility at Kirby Yard in San Antonio, Tex.

The projects we have scheduled for this year complement the work completed last year.

Last year, 55 locomotives were rebuilt at Sacramento, Houston's Englewood Yard received a new computer control and retardation system for faster handling of cars, an intermodal freight terminal at Roseville was constructed and the facility in Portland was expanded, and additional support tracks were completed at Lewisville, Ark., and Glidden and Flatonia, Tex.

We also finished three other projects that had been started in 1980 or 1981. These were the rehabilitation of the 55-mile Bellaire Branch between Houston and Eagle Lake, Tex., rehabilitation of our yard at Beaumont, Tex. and the installation of 83 miles of CTC between Herington and Topeka, Kan.

Even in these difficult times SP is looking ahead and building for the future. We will be ready when the economic upturn occurs.

R. D. KREBS, *President*
Southern Pacific Transportation Co.

Converting to Piggyback

RAMAC transforms obsolete auto carriers into flatcars for intermodal use.

Obsolete automobile carriers are being given a new lease on life at RAMAC, Southern Pacific's freight car rebuilding and repair plant at Roseville, California.

Open-style, multi-level auto transport cars are being converted into piggyback flatcars capable of carrying two 45-foot highway trailers.

"We are taking unused cars and converting them into a useful asset," notes SPTCo President Robert D. Krebs. "Piggyback traffic has been an important growing area for us and it has a promising future."

SP's intermodal traffic increased 23.8 percent in 1982 over 1981, more than

Greenbrier Leasing Company Vice President Bill Furman (left) attended the ceremony marking the completion of the first flatcar, shown below loaded with 45-foot highway trailers. SP's Bob Yates (center), manager of intermodal asset planning, and Dick Lenz, assistant chief mechanical officer-car, were instrumental in developing and implementing this program for SP.

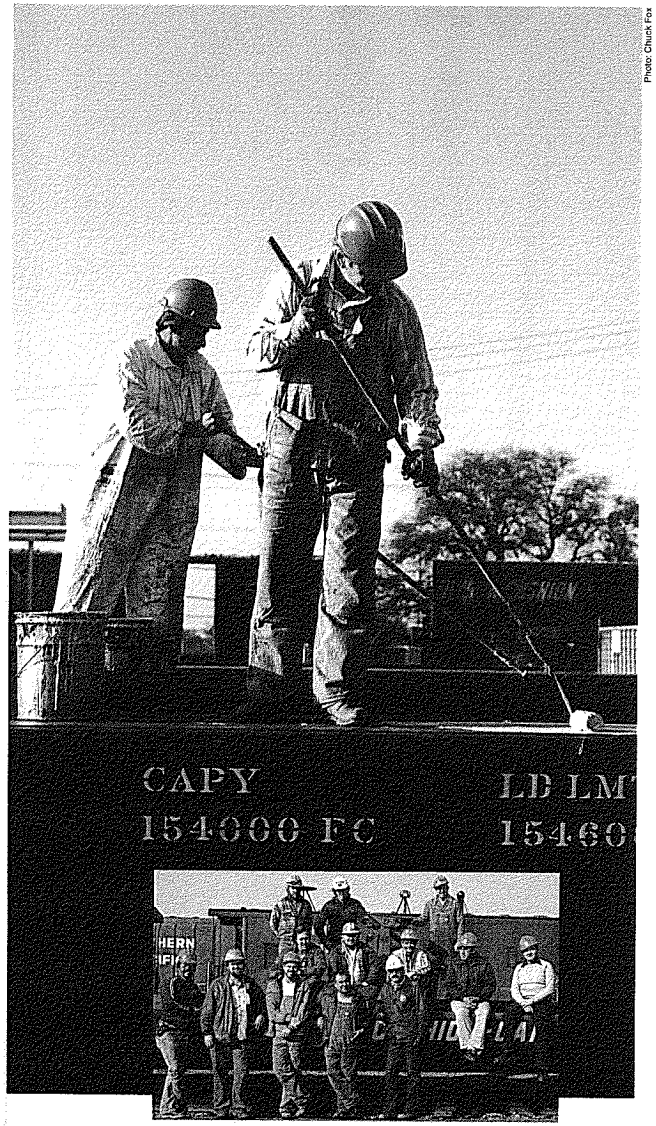


Photo: Chuck Fox

three times the industry average of 7.6 percent.

In late October, the first of 500 piggyback flatcars was completed. SP is performing the work for Greenbrier Leasing Co. under a $6 million contract. SP will lease the cars from Greenbrier.

"This is the first time RAMAC has been used to perform work for an outside firm," notes Dick Lenz, assistant chief mechanical officer-car. "We're very excited about the project."

"It's the most important program for us right now," says RAMAC's Plant Manager Bill Schwoerer. "It will prove to be a shining example of our quality workmanship."

The conversion program was conceived by Bob Yates, manager of intermodal asset planning at San Francisco.

"In the process of trying to get the most favorable rates for leasing flatcars to handle the increase in intermodal traffic," Yates explains, "we struck upon an idea that not only gave us the equipment we needed at the right price, it put obsolete equipment to good use and generated additional work for our car repair facility at Roseville."

Yates, who worked on the program from concept to implementation, said there were many hurdles to overcome in developing this idea. "What helped sell the program was the project's benefits to various departments," he says. "Equipment Planning put outdated equipment to work, Mechanical got more work for one of its facilities, and Intermodal got the equipment it needed."

Actually, these flatcars are better than most that are in service now because of their ability to carry two 45-foot highway trailers. "The 45-footers are quite popular among shippers," says John Lubimir, general manager-intermodal sales, "but of the nation's approximately 50,000 flat cars that are in use, only about 2,000 can accommodate two 45-foot trailers."

Painters Robert Stevens (left) and Enrique Chavez apply a non-skid surface to the flatcar's deck. ***Inset:*** *Painters pose with one of the completed flatcars. Front Row (left to right): Julius Major, Alan Bridge, Jim Morrison, Manual Campos and Joe Viega. Middle Row: Fred Sullivan, Dick Rushing, Stanley DaViega and Paul Mejia. Top Row: Rich Sligar, Mike Flannery and Gabriel Sepulveda.*

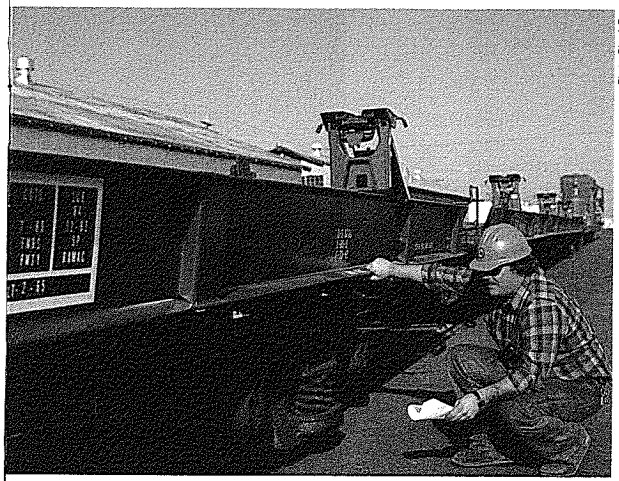


Photo: Chuck Fox

Left: After the work is completed, Inspector Pat Covert gives the car its final inspection. Here he checks the truck assembly. ***Below:*** *Work orders are prepared on each car to identify defects that will be corrected during the conversion. Foreman Don Snow (left) and Welder Carlos Aldana discuss the work that needs to be performed.*

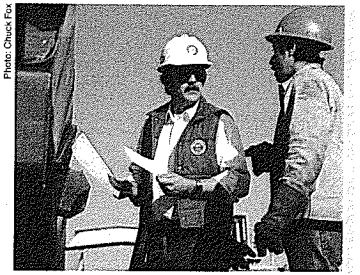


Photo: Chuck Fox

The 500 that are now being converted at Roseville, and which SP will lease, will increase SP's capacity for handling these longer trailers. The flatcars are being equipped with state-of-the-art trailer hitches for greater efficiency in loading and unloading operations.

The cars are being converted at a rate of four a day. When a car is brought in it undergoes the first of three inspections. The initial inspection is used to identify defects that need to be corrected during the conversion. The car then moves on to the stripping area where air-arc torches dismantle the old, open-style auto rack. After sand blasting and priming, the car is lifted off its trucks, inspected and placed on dummy trucks. Deck reinforcements are welded into place and car body and truck repairs are made. Hitches and various other TOFC material are added before the car is given its final inspection, weighed, painted and stenciled.

About one-third of RAMAC's normal workforce is involved in the conversion program. The last of the 500 cars is scheduled to be completed in late April. □

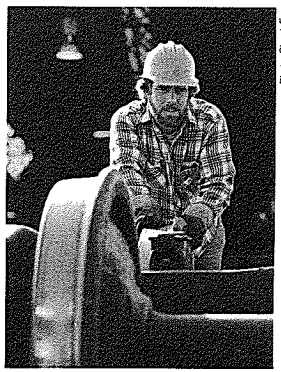
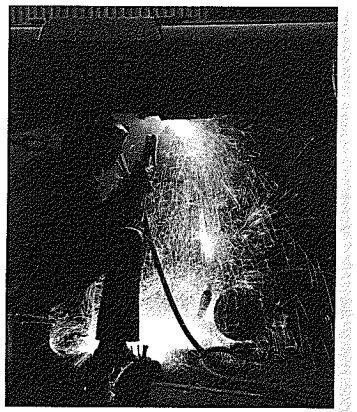


Photo: Chuck Fox

The car's truck assembly is removed during the conversion so that repairs and modifications can be made to both parts simultaneously. Carman Jim McCarty is shown positioning shop-repaired trucks.



Welder Bruce Summers adds the center plate to the car's body—one of many modifications made during the conversion.

Year End Results

Southern Pacific Company's net income (unaudited) for 1982 was $120.1 million, or $4.31 per share, compared with $167.7 million, or $6.18 per share, in 1981.

Fourth quarter net income was $57.8 million, or $2.07 a share, compared with $63.5 million, or $2.32 a share, for the last quarter of 1981.

These figures are after taking into account losses of 19 cents per share in 1982 and 13 cents per share in 1981 attributable to the facsimile message distribution system, which was sold in May, 1982.

Operating revenues of the consolidated group for 1982 were $3.1 billion, down 5 percent from $3.3 billion in 1981. Fourth quarter operating revenues were $759.3 million, compared with $808.5 million for the quarter in '81.

Chairman Benjamin F. Biaggini said, "Southern Pacific businesses—like all of the nation's key industrial segments—faced the challenges of economic recession throughout 1982, which was a year of building and positioning for the future at SP. Signs of an upturn are beginning to appear in some aspects of the U.S. economy. However, improvement in 1983 is expected to be slow."

Communications subsidiaries reported 1982 operating income of $104 million, compared with $38.9 million in 1981. Fourth quarter results were $38.9 million, compared with $18.1 million for the period a year ago, reflecting steady increases in the number of Sprint long-distance service customers, which now number more than one-half million nationwide.

The general reduction in rail carloadings industry-wide was the result of the economic recession, which continued through 1982. Affected most by the depressed motor vehicle, housing and related industries, rail units exercised stringent cost controls and held '82 operating losses to $51.9 million. In 1981, rail operations reported operating income of $84 million. The fourth quarter operating loss was $30.9 million, compared with operating income of $16.8 million in the '81 final period.

Intermodal trailer and container loadings increased 23.9 percent—more than three times the industry-wide average of 7.6 percent—in 1982 over the year before, and continued growth is forecast. Overall, freight on SP and other major railroads in the West declined about 17 percent from '81.

Land and natural resources subsidiaries, performing strongly in the face of depressed market conditions, reported 1982 operating income of $76 million, compared with $81.4 million a year earlier. Fourth quarter 1982 operating income of $39 million, contrasted to $15.4 million for 1981's fourth quarter, reflected increased land sales.

Pipelines operating income rose to $40.9 million for the year from $36.5 million in 1981, primarily due to intrastate and interstate tariff increases granted to petroleum lines in 1981 and 1982, together with an increase of approximately two percent in deliveries of refined petroleum products. The Black Mesa coal slurry pipeline handled record volume of 4.8 million tons during '82.

The PMT System consolidated some activities and reduced its loss rate in 1982 to $17.6 million compared with $22.2 million in 1981.

Equity earnings from unconsolidated subsidiaries—principally from insurance, financial and printing services of Ticor, and leasing and related operations of Bankers Leasing and Financial Corp.—totalled $39.8 million in 1982, compared with $31.8 million in '81.

Ticor's pre-tax income for 1982 was $15.7 million, compared with $10.9 million in 1981. Housing and real estate markets have recently shown signs of gradual improvements; income for Ticor's printing group increased in 1982 and the outlook for financial and security printing in 1983 is good.

Bankers achieved its fifth successive year of record pre-tax income, reporting $21.1 million in 1982, compared with $17.5 million a year earlier.

Other income was lower in 1982 compared to 1981 primarily due to less proceeds from the sale of federal income tax benefits. Proceeds from the sale of federal income tax benefits were $42.7 million in 1982, compared with $72.4 million a year earlier. □

New Member Elected to Board of Directors

Paul L. Davies, Jr. has been elected a director of Southern Pacific Company, expanding the board to 16 members.

Davies

Davies, 52, is a partner in the San Francisco law firm of Pillsbury, Madison & Sutro, and is a director of FMC Corp. and Industrial Indemnity Co.

A member of the American, California and San Francisco bar associations, Davies has served on the American Bar Association Committee on Federal Regulation of Securities, the California Bar Committee on Uniform Commercial Code, and the California Bar Committee on Corporations.

Born in San Jose, Calif., and now a resident of Piedmont, Calif., he received a bachelor of arts degree at Stanford University in 1952 and a law degree at Harvard Law School in 1957.

Davies has served as a member of the Board of Regents at the University of the Pacific since 1959; Board of Overseers at the Hoover Institution, Stanford, Calif., since 1960 and as chairman from 1976 through 1982; Board of Trustees of the California Academy of Sciences since 1970, including service as chairman from 1973 through 1980 and as vice chairman since then; a trustee for the Herbert Hoover Foundation, Inc., since 1979; a director of Samuel Merritt Hospital, Oakland, Calif., since 1981; and a director of the Hill Health Care Corp., Oakland, Calif., since last year. □

California Land Trade

SP Land Company has exchanged 9,898 acres of its land on the upper slopes of Mt. Shasta in northern California's Siskiyou County for 1,040 acres of timber land of equal value within the same county. The exchange was made with the Forest Service for use in its proposed Mt. Shasta Wilderness area. □

Photo: Jim Johnson

SP Company Chairman B. F. Biaggini (center) and the top officers of the Transportation Company are shown with the crew of one of the first SP trains to operate over Missouri Pacific tracks to St. Louis. The photo was taken at Labadie, Missouri near Jefferson City.

Golden State Route Now Serves St. Louis

Direct, high-speed, single-system freight service between Los Angeles and St. Louis is now available to SP shippers. The new service began in early January.

For almost three years, SP and its Cotton Belt subsidiary have been operating between Los Angeles and Kansas City. But it wasn't until January 6 that trains were able to continue on to St. Louis over Missouri Pacific tracks.

Cotton Belt received the trackage rights when the Interstate Commerce Commission approved the Union Pacific-Missouri Pacific-Western Pacific consolidation late last year.

(SP has appealed the merger to the U.S. Court of Appeals for the District of Columbia and also has a related suit pending in U.S. District Court in Los Angeles.)

The new route includes a portion of the Golden State Route that SP purchased from the bankrupt Rock Island Railroad and recently rehabilitated.

It is the shortest, single-line route between Southern California and the midwestern cities of Kansas City and St. Louis. Shippers will find this the most effective service link available between the Midwest and Southern California.

Four trains a day, carrying automobiles, perishable goods, intermodal and general merchandise traffic, immediately began operating over the new route.

SP invested nearly $100 million to rehabilitate the 545 miles of railroad between Tucumcari, New Mexico and Topeka, Kansas that it purchased from the Rock Island in 1980. The project, one of the largest track rehabilitation efforts in U.S. railroad history, was completed in about a year. But the improvements didn't stop there.

More recently, dispatchers began using a new $7.3 million Centralized Traffic Control system that was installed between Topeka and Herington, Kansas.

In addition, a $2 million improvement project is underway between El Paso and Tucumcari to prepare this portion of the route for increased traffic. SP is doing track, signal and bridge work to lengthen sidings at Vaughn, Three Rivers and Los Tanos, New Mexico.

"Where there was once 10 mph and 25 mph slow orders over long stretches of track, today there are none," SP President Robert D. Krebs said. "Trains operate over this route at speeds between 60 and 70 mph."

Another important project is the $12.6 million rehabilitation of Cotton Belt's Armourdale Yard at Kansas City (see story on this page).

"We've always known the value of the Golden State Route," Krebs said. "The improvements we've made restore quality service to this famous route and provide shippers with efficient, reliable service between the Midwest and Southern California." □

Rehab Project Begins At Armourdale Yard

Work is underway on a major rehabilitation project for Kansas City's Armourdale Yard. The project, partially funded by a $5 million Federal Railroad Administration loan, involves improvements totalling $12.6 million.

Under the direction of Project Manager M. R. Christensen, workers will lay nine miles of continuous welded rail, install 29,000 new crossties, place 61,000 tons of rock and slag ballast and another 42,000 cubic yards of limestone during the construction and rehabilitation of 16 classification tracks and four combination incoming-departure tracks.

A new yard drainage system will be installed and the locomotive service facility will be rehabilitated. Yard air, lighting and communications systems will also be upgraded.

Most of the work will be done by current Cotton Belt Maintenance of Way employees. Work began in early January and will accelerate as weather permits. □

Edwards

Edwards Heads Up Traffic Department

Jack P. Edwards has been named senior vice president-marketing and traffic. He succeeds Robert L. King who died in November.

Before joining SP, Edwards was senior vice president-sales and distribution for California Canners and Growers, a San Francisco-based food processing concern with annual sales of $400 million. During his 13 years with this company, Edwards held the positions of senior vice president-distribution, vice president-distribution, manager-profit planning and corporate financial analyst.

Edwards, a native of Long Beach, California, received a Bachelor of Science degree from the University of California at Davis and his Master of Business Administration degree from the University of Oregon. □

San Francisco Bay Area employees made this "big check" to United Way possible. Sylvia Karson (right), assistant to vice president & general manager of SP Development Company, headed up the Bay Area campaign. Assisting her were (left to right): Charlene Cardoza, Joan Choy and Margie Walker.

Employees Catch the United Way Spirit

"My family has a history of cancer and diabetes and I hope that my donation to United Way will help find a cure," explained Nancy Wise, file clerk in the Maintenance of Way Department at Tucson. "I've seen how the agencies supported by United Way operate and I'm very impressed."

Nancy Wise is just one of the many SP people throughout the company who caught the United Way spirit during last fall's campaigns.

Employees contributed more than $625,000 to this year's appeal and Southern Pacific's corporate gift added another $267,585. Together, these contributions will go a long way in providing human-care services in the communities we work and live in.

Photo: John Miller

Wise

Photo: Steve Fleetwood

Tevis

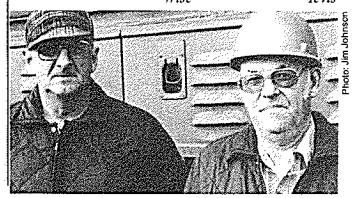


Photo: Jim Johnson

Dick Scholl (left) and Bryce Jennings

Kansas City employees showed their generosity and support with increased participation in their United Way campaign. Two organizations in particular are to be commended for achieving 100 percent participation among their members.

The International Brotherhood of Firemen, Oilers, Helpers, Roundhouse & Railway Shop Laborers established their first full participation campaign under the direction of local chairman Bryce Jennings.

For the Brotherhood of Locomotive Engineers, this year's United Way campaign marked the third year in a row that BLE members achieved 100 percent participation. Local BLE board member Dick Scholl chaired the successful effort.

SP subsidiaries also participated in United Way campaigns and many employees showed their generous support. Ike Tevis, an SP Pipe Lines Operator at Mission Valley Terminal near San Diego, said he responded to the United Way appeal because "giving is part of life and love."

Sharing and caring about others is the United Way spirit. "It's working to help those who need it," said Bonnie Richards, a forklift operator for the Purchases and Materials Department at Houston.

Thanks to all the SP people who contributed to this year's campaign, United Way will continue to work for all of us in the coming year. □

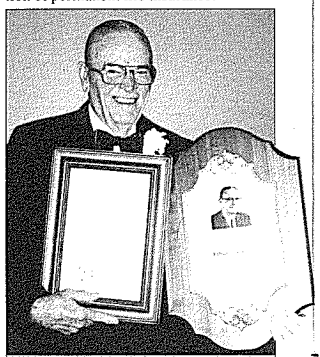
Life Insurance From Innovative Features,

Once again, Transportation Company employees have the opportunity to purchase low-cost, permanent life insurance from a member of the SP family, Ticor Life Insurance Company.

Many SP employees took advantage of this same offer last year when Ticor Life's "Value Added Life" policy was offered for the first time.

Information and application forms are being mailed directly to the homes of SP employees. The enrollment period ends March 15.

Value Added Life is an innovative, low-cost insurance plan which has cash values always equal to the premiums the policyholder pays. The policy is like a savings account combined with life insurance protection. Each premium dollar paid into the policy increases the guaranteed cash value by a dollar. Instead of interest, the policyholder receives the full protection of permanent life insurance.



*Former Cotton Belt President **Harold J. McKenzie** has been honored with the "People of Vision Award" for 1982 for his role in the development and expansion of the Tyler Branch of the Texas Society to Prevent Blindness.*

McKenzie, one of Tyler's leading public service volunteers, has also worked to establish a branch of the University of Texas at Tyler, to build a convention center and to make extensive rail-highway intersection improvements in his community. Photo: Jim Johnson

Ticor Subsidiary: Favorable Rates

Spouses, dependents or anyone else you choose are also eligible for policies at equally favorable rates. Policies are issued by mail and the premiums are deducted from your paycheck.

This insurance is offered as an optional benefit and has no effect on any existing benefit program or the company's term life insurance.

The attractive features of the Value Added Life policy are:

- **Instant Cash Value.** Cash values are guaranteed and are always equal to the premiums paid.
- **Money Back Anytime.** Policyholders may borrow the cash value of their policies while retaining their insurance protection. For example, the accumulated cash value of a $30-per-month plan is $360 after one year; $1,800 after 5 years; $3,600 after 10 years.
- **Payroll Deduction.** The low monthly premium is paid by payroll deduction. However, employees who leave the company will retain their insurance and premiums will be billed directly by Ticor Life Insurance Company at the same rate.

Value Added Life has many other attractive features which are outlined in the information sent directly to your home.

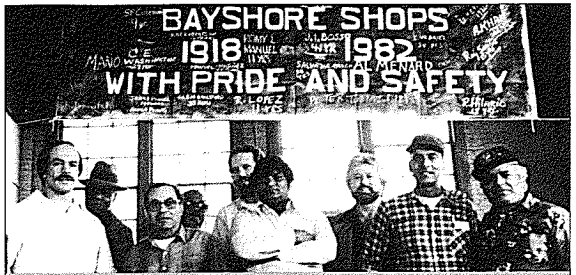
Ticor Life Insurance Company was formed in 1981 to expand the range of Ticor's financial services. It is developing a variety of competitive life insurance products. □

Railroad Retirement Tax Increase Takes Effect

The maximum amount of compensation subject to Tier I and Tier II railroad retirement tax increased January 1. However, the Tier I and II tax rates remained unchanged from 1982.

Employees earning $2,975 a month, the maximum taxable this year, will pay $243.83 a month—$22.43 more a month than in 1982. Southern Pacific's share also increased from $418.84 to $460.77 a month for the maximum amount of retirement tax on employee's earnings.

Both the Tier I tax rate and the amount of compensation subject to tax increases whenever there are corresponding increases under Social Security law. □



Last Day at Bayshore *SP's Bayshore Shops at Brisbane, Calif. on the San Francisco Peninsula closed last October after 75 years of operation and both active and retired employees gathered at the facility for a farewell lunch. The shops' active employees have been reassigned. The Bayshore locomotive facility, originally constructed in 1907, was used to handle freight exclusively. The shops were in their prime from the War years until the end of the steam era in the late '50s.* Photo: Robert Popovitch

A High-Speed Run to Nowhere

The CBS radio network turned its attention to America's railroads last November when Charles Kuralt's "Exploring America" series provided radio listeners with an insight into today's railroad operations and the people who work in the rail freight transportation industry.

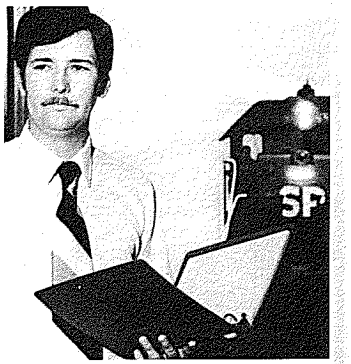
SP's locomotive simulator in Cerritos, Calif. was selected as one of 20 stories to illustrate railroading in America today. The four-minute vignette featured Paul Turney, supervisor of training at the Engine Service Training Center, as he instructed a student engineer at the throttle of a train that seemed to be headed to Stockton, but which Kuralt described as on a "high-speed run to nowhere."

"The locomotive rocks. The country splits in two as you drive through it. The thump under the seatbox is like the beat of the heart," was the way Kuralt described the simulator: a full-scale locomotive cab that sits in the middle of a room. Sound and motion effects are added, film of SP track is projected on a screen in front of the cab, and a computer simulates a variety of conditions and emergency situations. "But you are going nowhere—headed only for experience. Why bother with this electronic masquerade?" Kuralt asked.

"No matter how sophisticated the locomotives and equipment get, there's still an engineer sitting on a seat," Turney responded. "He's in charge of the train. He has to control the train. When the train starts to control him, he might as well get off."

A CBS representative spent more than an hour recording Turney during an actual training session, yet only a few minutes made it onto the airwaves.

Interesting radio spots, like qualified locomotive engineers, require a lot of time and preparation. □



CBS Radio spotlighted Paul Turney and SP's locomotive simulator during its series on America's railroads.

Down Under Inspectors

Every track bridge that trainmen know, SP's bridge inspectors know better—at least from the bridge's underside.

General Bridge Inspector **Lee Roy Cummings** plays an important role in keeping SP's track bridges safe. Each year he inspects every one in his territory as part of the Bridges and Building Department's maintenance program.

GI jungle boots, riddled with ventilation holes in their canvas tops and designed for use in Vietnam, get an unqualified endorsement from Cummings.

"These boots provide good support, drain water through their weep holes when my feet get soaked and protect my shins from snake bites," he says. "Besides, they're light, comfortable and cheap."

Cummings and his boots can be found inspecting track bridges from Portland to St. Louis to Del Rio, Texas. It's a big territory with plenty of water to build bridges over.

Bridges on the SP system are made of timber, concrete or steel, and there are enough of them to keep two other general inspectors busy in addition to Cummings. Like Cummings, General Bridge Inspector Marion Jensen works out of San Francisco, while Houston's Alan Prober is in charge of inspecting bridges on the Gulf Coast.

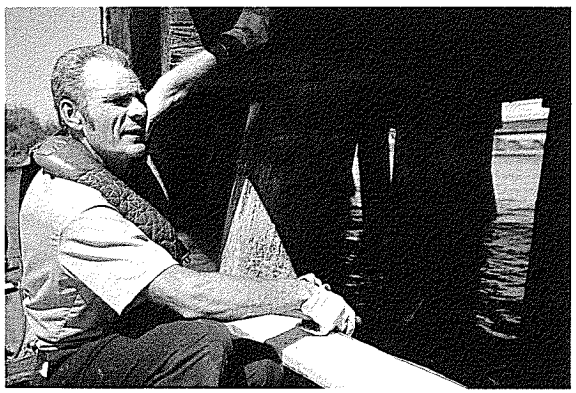
Through their territories, the men travel alone, working with local Maintenance of Way people at inspection sites and then moving on. Cummings carries an inspection bar, an inspection hammer and a battery-operated drill to check the condition of structures. He looks for unevenness, cracks, corrosion, signs of rot, loose rivets or bolts—anything that could prove dangerous to trains and crews.

The information he gathers is taken down at the site and then stored on computerized records at the General Office. There, no element of bridge structure is anonymous: each has a computer code and history of its own. Storing this kind of data was one of the first applications of computer technology in the MofW Department.

Cummings' search for bridge defects is seldom rewarded with the discovery of a really rotten wood piling, badly cracked concrete or ruined steel, mainly because local inspectors are out in the field as often as general inspectors, checking for the same potential problems. Since local forces maintain the bridges well, bridge inspectors hardly ever get to feel like heroes coming to some train's rescue.

Still, it's valuable work and Cummings knows it. "It's not true," he says, "that an ounce of prevention is worth a pound of cure. It's really worth 10 pounds."

And the job is not routine. Cummings has faced down snake nests, high waters and vermin of all kinds. He wades to his hips in water and goes out in outboard motorboats. He climbs down ravines, up steel truss bridges and tramps around wild, remote locations of all kinds. That's why he needs a good pair of boots. □



From a small outboard motorboat, General Bridge Inspector Lee Roy Cummings scrutinizes wood pilings under a bridge in the Sacramento Delta.

Appointments

MECHANICAL DEPARTMENT: At Oakland: **R. J. Svoboda** *to plant manager.*

THE PMT SYSTEM: At Burlingame: **C. D. Rockwell** *to asst. to vice president-auto transport.* At Los Angeles: **E. C. Stevenson** *to terminal manager, intermodal services.* At Oakland: **B. R. Ramey, Jr.** *to terminal manager, intermodal services.* At Roseville: **G. W. VanWinkle** *to terminal manager, intermodal services.* At Tucson: **J. D. Wilhite** *to maintenance manager.*

SP INDUSTRIAL DEVELOPMENT COMPANY: At Los Angeles: **C. W. Hillquist** *to regional manager;* **R. P. Fields** *to asst. regional manager.*

SP LAND COMPANY: At San Francisco: **Ms. W. C. Beaty** *to asst. manager administration;* **Ms. S. B. Means** *to employee relocation officer;* **J. W. Watt** *to title operations & employee relocation.* At Houston: **Mrs. N. B. Sprinkle** *to senior land agent.* At Lafayette: **L. J. Armentor** *to district manager, real estate.* At San Antonio: **E. F. Svoboda** *to district manager, real estate.*

TRAFFIC DEPARTMENT: ***Market Planning:*** At San Francisco: **W. C. Breslin** *to asst. product manager;* **A. H. Bryant** *to general manager, service & operations planning;* **D. B. Crampton** *to service manager;* **W. L. Ferguson** *to manager, reports & systems development;* **E. R. Foothorap** *to asst. manager-market development (chemicals);* **T. R. Foster** *to manager-market development (food products);* **J. K. Jensen** *to asst. manager-market development (food products);* **W. H. Justus** *to senior manager, operating systems;* **D. C. King** *to manager, operations research;* **M. King** *to manager, market development;* **K. E. Magary** *to senior service manager;* **W. H. Matzen** *to senior manager-market development (consumer products);* **B. A. Newman** *to market analyst;* **J. W. Owens** *to senior manager-market development (food products);* **P. L. Phillips** *to asst. manager, operating systems;* **J. P. Ripley** *to senior manager-market development (metals);* **R. L. Tierney** *to product manager (equipped boxcars);* **J. H. Young** *to senior product manager-boxcars.*

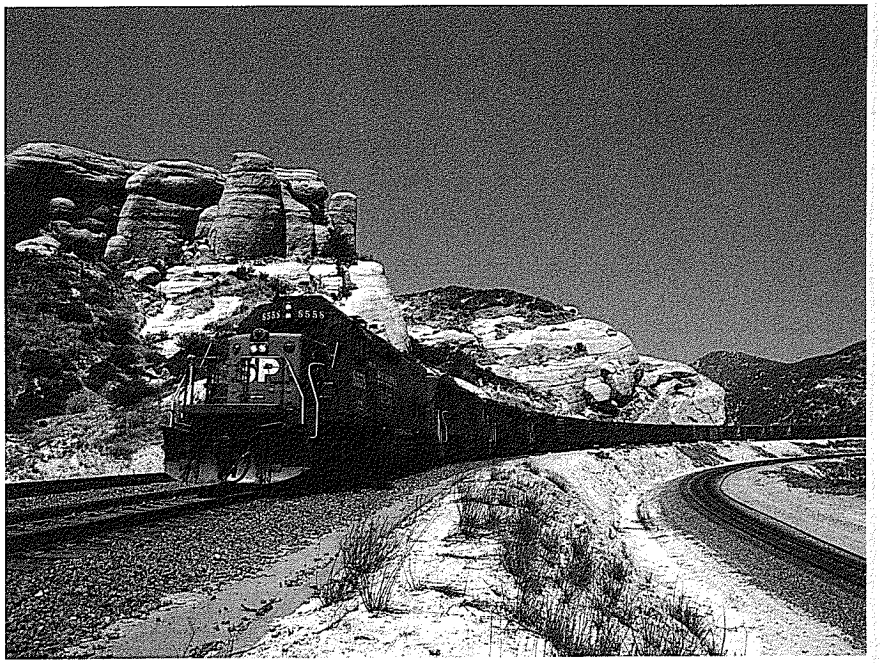
Pricing: At Los Angeles: **J. G. Breen** *to regional pricing manager.*

Sales: At San Francisco: **C. T. Bunt** *to senior manager-service planning;* **G. W. Larson** *to asst. manager-service planning;* **R. R. Milne** *to manager-intermodal sales;* **F. L. Sanders** *to general manager-sales training & communications.* At Tokyo, Japan: **A. D. Anderson** *to general manager-Far East.*

Pacific Northwest Sales Territory: At Portland: **T. A. Brueckheimer** *to area sales manager;* **J. B. Ficker** and **L. M. Montez** *to account executive.* At Salem: **W. M. Jackson** *to district sales manager.*

Pacific Central Sales Territory: At Oakland: **A. J. Chaplin** *to area sales manager;* **F. T. Beckham** *to manager-intermodal sales;* **G. B. Dean** *to manager-international sales;* **R. W. Lyon** *to manager-customer service bureau.* At Sacramento: **J. Wilkinson** *to area sales manager;* **L. F. Grandbois** *to account executive.*

Movin' On Down the Line



Eastbound through El Cajon Pass on the Palmdale Cutoff. Photo by Retiree G. Barkhurst.

Photographing a train requires planning, patience, perseverance and a little bit of luck. Getting Mother Nature and a freight train to cooperate for a "classic" train shot is a test of the photographer's dedication. The pictures on these pages and the back cover—all taken by SP employees—prove that perfection can be achieved.

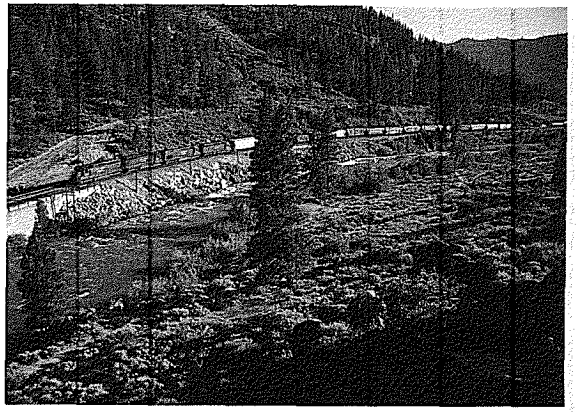
These outstanding photographs, selected from the entries submitted to the Safety Department's photography contest, were to have been used in the 1983 Safety Calendar. However, the calendar was trimmed from the budget as a result of a company-wide effort to reduce costs.

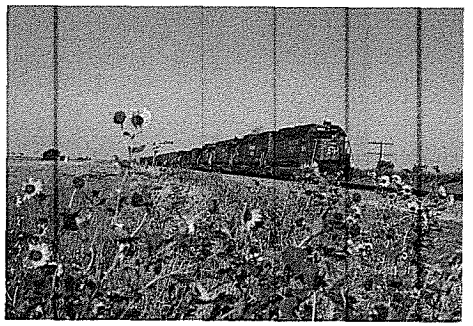
Nevertheless, these fine photographs, and the SP people who took them, deserve to be recognized. They are reproduced here for your enjoyment.

A winter snowstorm at Cruzatte in Oregon's Cascade Range. Photo by R. I. Melbo, assistant superintendent at Portland.

Intermodal train departs Ogden with Utah's Wasatch Mountains in the background. Photo by D. B. Harrop, fireman at Sacramento.

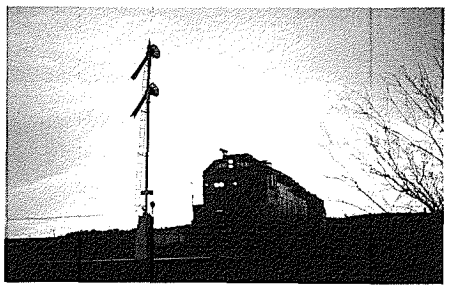
Along the Truckee River in northern California's Sierra Nevada. Photo by G. Putnam, training officer at Sacramento.



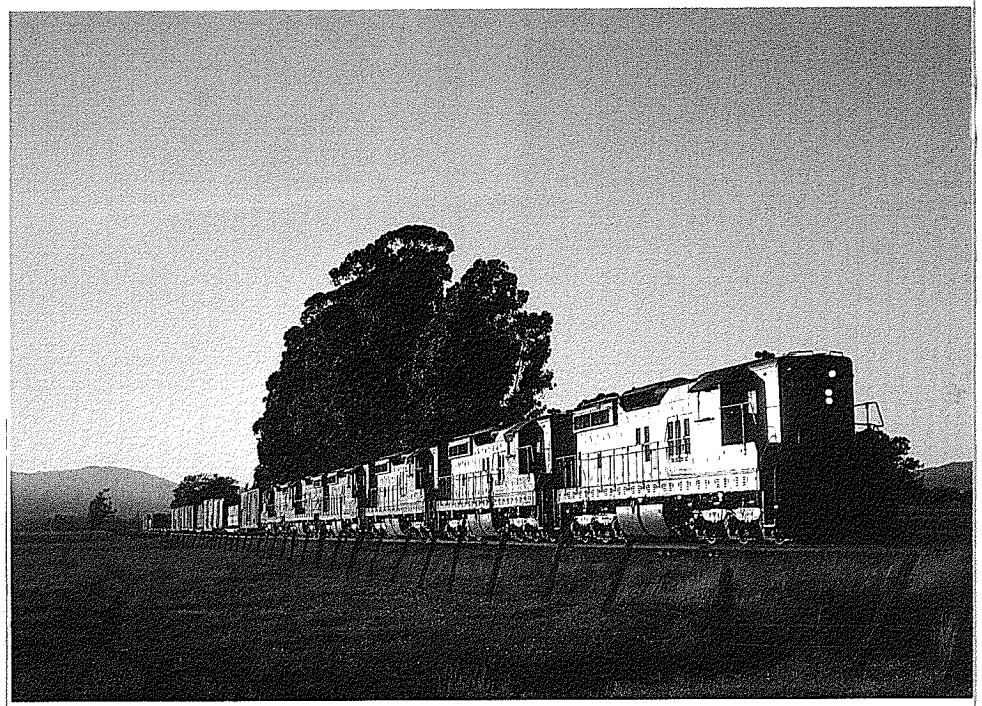


Eastbound freight on its way through Kansas, the "Sunflower State." Photo by M. T. Lenahan, safety officer at Kansas City.

Huey P. Long Bridge at New Orleans. Photo by F. J. Famularo, cashier at Lafayette.



An eastbound freight at Marsh Station in southern Arizona. Photo by G. Perazzo, freight agent at Phoenix.

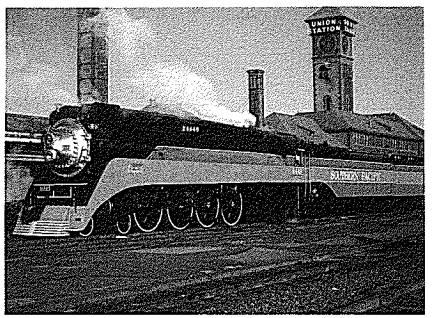


Leaving Schelliville, California. Photo by W. H. Wolverton, industrial engineer at Sacramento.

At tunnel #24 along the Toledo Branch in Oregon. Photo by D. F. Ringer, Jr., brakeman at Tucson.

Snow flurries at Mojave. Photo by J. Stein, locomotive engineer at Los Angeles.

Intermodal shipments on the westbound "Star Pacer" at Castle Crag, Calif. Photo by E. R. Richmond, hostler on the Western Division.



Steam locomotive 4449 leaving Portland for Sacramento Rail Fair in 1981. Photo by C. N. Thomas, hostler at Sacramento.

Reasonable Solutions

Many of the problems facing Social Security are also shared by Railroad Retirement. The alternatives discussed in this article by Robert Beck may also be applicable to Railroad Retirement.

Serious financial problems face the Social Security system. Retirement benefits paid out exceed the Social Security taxes that are collected. High unemployment, longer life expectancy and expanded benefits have compounded Social Security's problems. The largest of Social Security's three trust funds—the one that pays retirement benefits—is running out of money.

Although railroad employees are covered under the Railroad Retirement System, the two systems are experiencing many of the same problems. The number of railroad workers has declined by 20 percent in the last decade. Currently there is one active railroad employee for every two retirees. Forecasts show that in the years ahead, the ratio will become even worse. Railroad Retirement taxes are already high. For example, an employee who earns $2,200 a month pays $191.40 (8.7 percent of gross earnings) to Railroad Retirement. In addition, SP will contribute another $475 (a tax of more than 20 percent on gross earnings) to Railroad Retirement for that employee. But it isn't enough.

Since the early '70s, various committees made up of employee-employer and Railroad Retirement Board representatives have been working to formulate solutions to the financial problems affecting Railroad Retirement. Recommendations generally focus on increased taxes or decreased benefits.

Social Security is being looked at, too. In 1981, President Reagan established the National Commission on Social Security Reform, a bipartisan commission to develop recommendations for reforms. No doubt, the reasonable solutions that the Social Security system adopts will have an effect on Railroad Retirement as well.

Robert A. Beck, chairman and chief executive officer of the Prudential Insurance Company of America, is a member of the National Commission on Social Security Reform and heads up the Business Roundtable's Social Security and Pension Planning Task Force.

Mr. Beck has been speaking to groups throughout the United States in an effort to dispel the misunderstandings concerning the Social Security program, to clarify its financing problems and to rally support for badly needed reforms.

The following article is based on Mr. Beck's speech.

Although 36 million people receive Social Security benefits today—and millions of active workers pay into this system that one day will benefit them—most don't understand how the program works. For example, most people think they have paid for benefits received from Social Security. They believe that they are just getting back money they put into the program. But they are mistaken.

The average wage earner, with a spouse who doesn't work outside the home, gets back all of his or her contributions within 11 months after retirement. Since either the husband or wife is likely to live for another 15 years, the benefits received greatly exceed the individual's contributions.

Where does the money come from to pay these benefits? From the Social Security taxes collected from workers and their employers.

When Social Security was started, the number of people receiving benefits was relatively small. But the number of people over age 65 has been growing steadily—from 6 percent of the total population in 1935 to 11 percent today.

In 1950, it took 16.5 workers to support each Social Security beneficiary. Today it takes 3.2 workers to support one beneficiary. When the "baby boom" generation retires, there will only be two workers to pay the benefits of each beneficiary—or even fewer if the birth rate doesn't increase.

Retirement benefits paid out in 1982 exceeded $200 billion—more than one-quarter of all federal spending. By comparison, Social Security accounted for just one percent of all federal spending in 1950.

Why has the cost of Social Security gone up so drastically? Many more people are receiving benefits, more benefits are being provided and the level of benefits is indexed to keep up with inflation. When the Consumer Price Index rises, so do Social Security benefits.

During the past three years, average wages increased by 30 percent while Social Security benefits increased by 40 percent. That 10 percent difference costs Social Security an additional $11 *billion* each year. Should the benefits for people on Social Security go up faster than the wages of those who are paying for the benefits?

Public confidence in the Social Security program is at an all-time low. Three out of four persons between the ages of 25 and 44 say they have little or no confidence that the program will be able to pay them benefits when they retire. Many older people who are already receiving benefits are worried that their benefits will be cut.

In short, Social Security's financial problems have several causes. Benefits over the past few years have grown faster than the taxes that support them. The program has been expanded to offer more benefits. Improved life expectancies, a trend toward early retirements and unfavorable economic conditions have compounded the problems.

What can be done? Workable solutions are possible and they don't require reducing benefits. What they do require is legislation.

Congress is faced with two choices—increase taxes or control the growth of benefits in the future (or a combination of both).

Raising taxes would be especially difficult. The Social Security legislation enacted in 1977 has already brought about four tax increases. There has been much public resistance to these and they have proven insufficient.

The best solution seems to be control of the growth of future benefits. It can be accomplished by gradual changes that will allow people time for planning.

People on Social Security must be protected from inflation, but full indexing of Social Security benefits to the Consumer Price Index is overdoing it. The Consumer Price Index overstates the rate of inflation and tying benefit increases to it actually contributes to inflation. Alternatives, such as limiting benefit increases to the average wage increases of all workers, must be considered.

There are several other steps that can be taken to solve the short-term financing problems.

Excessive benefits should be eliminated for public employees who retire on government pensions then work in other jobs to qualify for Social Security as well.

More changes are needed in the disability program where high benefit levels may serve as an incentive not to work.

Promises for future benefits must be realistic and long-term solutions must be geared to that reality.

One long-term solution is to raise the normal retirement age to 68. Such a change wouldn't be put into effect immediately or all at once, but gradually. Those who want to retire at 62 could receive reduced benefits.

This is a much more modest change than many people think. By the year 2000, people who reach age 74 are likely to have the same life expectancy as people who were 65 in 1940.

Raising normal retirement age would go a long way toward reducing Social Security's long-term deficit. A recent *New York Times* poll showed the public favored the idea by a margin of 5 to 4.

In addition, all Federal, state, municipal and non-profit employees should be required to participate in Social Security. At present, some are not covered by Social Security and others may elect to participate.

Dependence on Social Security can be reduced by encouraging individual savings and the expansion of private pension plans. Legislation which permitted millions of additional people to open tax-deferred Individual Retirement Accounts was a step in the right direction. Another positive step would also be eliminating unnecessary government regulations that interfere with the development of private savings and pension programs.

Everyone should be able to look forward to a secure retirement. A strong, productive economy makes that possible.

Private pension plans and individual savings are an important source of capital formation—the money that is needed to expand business operations and create jobs.

Social Security does not provide that capital because it is a transfer system. The money comes in and goes right back out again. Many people feel that with Social Security they don't need to save for their future. More emphasis needs to be put on private pension plans and individual savings in order to reduce our dependence on Social Security.

Reasonable solutions are available. The consequences of these solutions are not severe. But if we fail to act now, the consequences will be very severe.

Top Safety Performers

Six groups complete 1982 with accident-free records.

Employee groups at six locations around the system chalked up more than two million man-hours without a lost-day case or lost-day injury in 1982. Their efforts were the most outstanding examples of what SP's Manager of Employee Safety Orville Pilcher sums up as a very good year for the company's safety performance.

"We had nearly 11,000 less lost-days in 1982 than we did in 1981," Pilcher says. "Lost-day cases were down 28 percent from the previous year."

Lost-days and lost-days cases are the two most important categories for measuring safety. "When these numbers decline," Pilcher says, "it means fewer injuries and less suffering. Since 1980, we've been able to reduce lost-day cases by 47 percent, lost-days by 43 percent and total incidents by 17 percent." These statistics are based on the number of injuries or incidents for every 200,000 man-hours worked.

In addition to this overall improvement, Pilcher is especially proud of the achievement among the employees who operate our trains. "For the first time since records have been kept in the Safety Department there were no fatalities recorded among brakeman, switchmen, trainmen, or enginemen. I think that's great."

Leading the list of outstanding employee groups is the Engineering Department's Sunset Region with more than one million man-hours worked in 1982 without a lost-day case or injury.

Regional Engineer Ken Wammel is in charge of the Sunset Region—an area that extends from Yuma, Arizona to Valentine, Texas and which required a work force of more than 450 last year.

"Not since 1975 when the safety reporting system took effect have we had a major group of employees, like the Sunset Region, go injury free," Pilcher says. "Credit goes to good supervisors, conscientious workers and proper training."

Superintendent Earl Hare's Kansas City Division had more than 728,000 man-hours without a lost-day case or injury last year.

The locomotive maintenance facility at San Antonio, under the direction of Plant Manager Henry Chidgey, had over 217,000 man-hours without a lost-day case or injury.

Also achieving this accident-free record were Tucson's locomotive maintenance facility, Englewood Yard's car repair and inspection facility and Pine Bluff's car repair facility.

Pilcher credits last years' improved safety record to the application of a sound safety program—one that is supported by the company's top officers. The program's success is due to the people on line who carry the program forward through safety meetings and training programs which renew safety skills for experienced workers and instruct new employees in proper procedures.

"Accident prevention requires effective communication, an increased awareness of safety and an attitude of 'teamwork,'" Pilcher says.

This year's safety program will focus on back injuries and the company's back program will be reinstituted. In addition, officers and supervisors will undergo training and certification in first aid and CPR (cardiopulmonary resuscitation). And, of course, the effort to reduce lost-day cases and injuries will continue. □

Photo: Jim Johnson

Some of the employees in various mechanical crafts at Cotton Belt's Armourdale Yard at Kansas City who have worked injury free since March of 1980 gather near and on one of the locomotives they help maintain. In foreground are (from left) Car Foreman O.D. Hime, Assistant Superintendent T.J. Estling, Electrician N.J. Brummell, Mechanical Foreman H.A. Goodyear, Carman B.G. Hollenbeck and Roundhouse Foreman M.L. Mann. Employees at rear on locomotive are (from left) R.A. Thrutchley, G.H. Grimes, J.R. Estrada, L.F. Bastel, C.W. Golubski, K. Case, C.C. Harris, L.L. Vallejo, J.M. Reeves and (on ground at rear) J.C. Robertson.

Sunset Region Tops One Million Man-Hours Without a Lost Day

When several hundred men work on the railroad in rugged territory and unpredictable weather, only constant awareness of safety rules can prevent frequent employee injuries.

That's a lesson we can all learn from the Maintenance of Way Department's Sunset Region which racked up an impressive 15 months and 1.35 million man-hours of hard work without a single lost-day injury.

Regional Engineer Ken Wammel, based in Tucson, says a heavy emphasis on safety training and quick action to correct unsafe conditions eliminated lost-day accidents in his region from October 1981 to the end of 1982.

"Above all, it was the rank and file employees who turned their attention and support to our safety program," says Wammel. "Their help and cooperation made safety our number one priority."

The Sunset Region, with 454 employees, is responsible for maintenance of nearly 2,700 miles of track in a three-state area stretching from Yuma, Arizona through New Mexico to Valentine, Texas.

During 1982, the Sunset Region work force installed 82,000 ties and surfaced 140 miles of track in addition to its regular around-the-clock maintenance duties on SP in the Southwest.

—*Rich Hall*

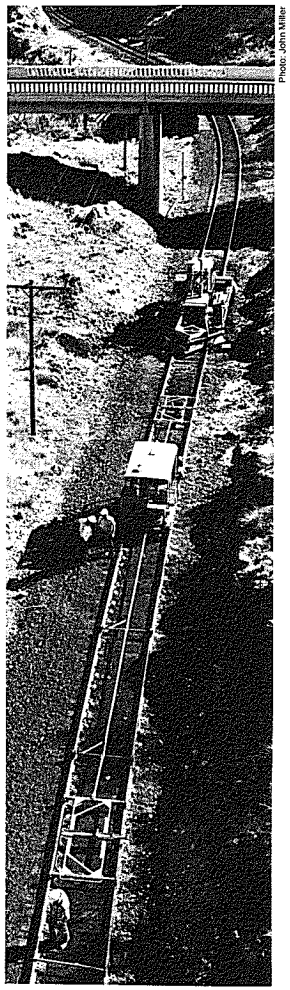


Photo: John Miller

At Cienega Creek, about 20 miles east of Tucson, a tamping crew works on the main line.

Bulletin Board

O. G. Linde, president of SP Land Co., was the featured speaker at the Northern Nevada Business Outlook Conference.

A. C. Furth, SP Company president, has been redesignated deputy chairman of the board of directors for the Federal Reserve Bank of San Francisco for 1983. This is the second year Mr. Furth has held this post.

Lila Cox, an attorney in the Law Department at Los Angeles, has been appointed chairman of the Southern California Transportation Action Committee.

Bert White, sales representative at San Antonio, has been appointed to the board of directors of the Transportation Club of San Antonio. White served as the club's president in 1982.

John Richards, manager-sales administration at Los Angeles, has been elected second vice-president of the Los Angeles Transportation Club.

Rollin Bredenberg, general manager at Houston, recently completed Harvard Business School's 13-week Advanced Management Program for senior corporate executives.

Don Cocanour, retired switchman, has been named king of the Santa Cruz County chapter of the California Grey Bears, a non-profit service organization for senior citizens. He is also serving a second term as first vice-president of the Federation of Railroad Employees.

Richard Dawe, manager-market development (lumber products), became a member of American Society of Traffic and Transportation last fall. Dawe passed four examinations covering transportation related subjects and wrote a research paper to earn his certification.

Karen Montgomery, assistant land agent for SP Land Company at San Francisco, has been awarded a $4,000 scholarship by the California Federation of Business and Professional Women's Clubs. She will use the scholarship to earn her bachelor's degree from St. Mary's College. □

Pure Poetry

Sanderson Switchman Writes About the Railroad

Railroading and writing poetry are Switchman **David O'Keefe**'s twin loves. Ever since O'Keefe first listened to trains going by his home as a child he's wanted to be both a participant and an observer of railroad life.

Before he began living this dream, however, O'Keefe earned a bachelor's degree from New York University and then worked as an internal auditor. In 1977 he finally got his start in the transportation industry as a New York City taxicab driver. He was 34 years old then and still a long way from Southern Pacific.

But in 1978 his parents, who had retired to a town near Sanderson, Texas, alerted their son to a switchman's position which they had heard was open. O'Keefe flew from New York to apply, passed the physical and got the job. It was a dream come true. Now he rides the rails and works with the railroaders he always wanted to meet.

O'Keefe is working on his *magnum opus*, an epic poem to be called *Songs of the Southern Pacific*.

The poem will feature all the skills and professions at the railroad. There will be poems on carmen, trainmen, enginemen, executives—all the people involved in railroading. There will be more poems about trainmen and enginemen, O'Keefe says, since they make up a larger proporation of the work force.

"I've been both a white collar and a blue collar worker," O'Keefe says, "and I can appreciate the value of many kinds of human labor. I'm interested in why we work and what makes it worthwhile, bearable and rewarding. I'm also interested in that modern invention, the corporation: that assemblage of many skills which takes unorganized people and transforms them into a powerful productive force."

He's already copyrighted his poetry and is confident of publication. Right now, however, he distributes his poems in photocopy form to the people he works with, his favorite readers. □

Switchman David O'Keefe's poetry is inspired by the railroad.

Excerpt

O'Keefe calls his poetic style five-stressed hyperalliteration. Here's a sample from "Song of the Central Pacific."

As our train takes its tonnage toward Truckee,
Our souls sense the scene-sung song of the Central Pacific,
The Anthem of Auburn, Applegate, Alta and America,
The song of Sparks, Cisco, Summit and Sacramento,
The song sung by the Sierra's summits and species
Of the many men who made and managed this main line . . .

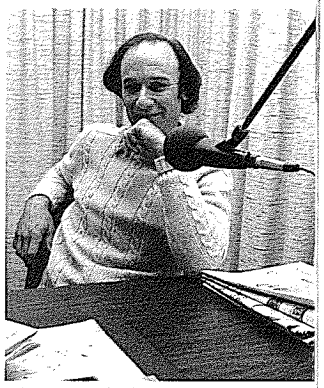
The Printed Word Comes To Life

Switchman Doubles as Radio Announcer for the Blind

Whether he's working in the West Oakland (Calif.) yard or broadcasting the news, Switchman **Bob Bond** is fulfilling his childhood dreams.

"Switching freight cars is a terrific job for me," he says. "As a kid I had fantasies of working for the railroad. I was also a radio freak so volunteering for Broadcast Services for the Blind fits right in, too."

Every Thursday and Friday mornings Bond sits in front of a microphone reading the *San Francisco Chronicle* or the *Wall Street Journal* to blind and print-handicapped listeners throughout the San Francisco area.



Bob Bond waits for the "on the air" sign to light up. Twice a week he reads the newspaper over the radio to blind listeners.

Being blind or print-handicapped (for example, unable to hold reading material because of paralysis) means more than an inability to read. It means isolation from the social environment and contemporary culture. Simple pleasures like reading "Dear Abby" or a favorite columnist are denied.

Bond is one of 125 volunteers who can be heard on Broadcast Services for the Blind, one of the nation's leading radio reading services.

Over the air—live and unedited—Bond and the other volunteers read many best-selling books, magazines and daily newspapers for 15 hours each weekday. State and local news, columns and features are emphasized. Farm reports, for example, are omitted for this principally urban audience, but comic strips are not. When reading the funnies, Bond and his fellow volunteers enjoy imitating the voices of a few favorite cartoon characters.

Bond became a volunteer reader after friends praised his voice and encouraged him to study commercial voice techniques. After an interview and an audition, he was given the two air shifts as his own over a year ago.

Broadcast Services for the Blind is a closed-circuit system that broadcasts to special receivers available only to certified blind and print-handicapped people. Federal Communications Commission guidelines prevent commercial distribution in the interests of copyright protection.

With its 59,000-watt signal, Broadcast Services for the Blind has the potential to reach 100,000 blind and print-handicapped people in the San Francisco area. Unfortunately, there are not enough receivers to go around and hundreds of people are on a waiting list to acquire them.

But for the more than 1,000 people who do have the special receivers, the voices of people like Bob Bond are almost a ray of light. □

Photo: John Speight

Several SP employees crafted their own stained glass windows under Bill Swayne's guidance. Left to right: Helen Morrison, secretary to tax agent at Reno; Swayne; Paula Penrod, trainmaster's clerk at Sparks; and "Roby" Robinson, chief clerk for the district sales office at Reno.

Works of Art

Stained Glass Windows Color Swayne's World

More than five years ago, **Bill Swayne**, a clerk in the Operating Department at Sparks, Nevada, began making stained glass windows as a hobby.

Shortly thereafter he converted a room in his house to a workshop. Today his workshop also serves as a classroom where he teaches the fascinating fundamentals of an art form he's mastered.

Amid the clutter of tables, grinders, soldering irons and bright glass, his students learn about glass selection, cutting techniques, grinding, leading and copper foiling.

After practicing their cutting and grinding skills with inexpensive clear glass, the students select a pattern and go to work with colored glass. Even though Swayne provides them with special scissors that leave room for lead around each piece of glass, fitting and grinding are time consuming. Most people find they have to do a lot of re-cutting at first. It takes a beginner about 25 to 30 hours to complete a standard window. The cost of materials is about $40.

"It's really a nice hobby," Swayne says. He's proud of the beautiful things he's made for his own home and of the things his students have made for theirs.

The pride and joy of his personal collection is a window showing roses and rose buds on a stem. He's also done scenic panoramas, such as one featuring a miner overlooking a valley with mountains in the background. The color of the glass was carefully selected to give the window a feeling of depth.

"Bright colors should be in the foreground," he advises. "I used dull browns for the distant mountains and bright greens for the valley where the miner was."

Swayne has also used dragons and geometric patterns in his work. He likes both modern and old-fashioned stained glass patterns equally well, even though he became interested in stained glass work because of an old-fashioned window at his grandmother's house. □

Retirements

GENERAL OFFICE, SAN FRANCISCO: A. R. Bacon, *transportation analyst-P&M;* E. D. Beckerman, S. H. Brook, I. M. Butcher and A. C. Cannon, *clerks;* V. A. Childs, *telephone operator;* L. Clemo, *special accountant;* J. J. Collins, *pricing analyst;* C. M. Daily, *manager of corporate budgets;* F. J. Deasy, *clerk;* J. E. Dias, *office manager-tariffs & divisions;* B. D. Downey, *assistant manager car engineering;* R. L. Eustachy, *assistant manager operating budget bureau;* A. F. Ferra, *staff auditor;* J. R. Fleishman, *training and development officer;* S. R. Forbes, *assistant general manager pricing;* B. E. Gregory, *coordinator miscellaneous services;* S. C. Hall, *chief clerk;* C. C. Hector, *chief clerk;* J. P. Hiett, *special representative;* K. W. Kirby, *buyer;* P. B. Klinkhammer, *paymaster;* J. J. LoBianco, *pricing manager perishables;* C. B. Macauley, *special assistant, Natural Resources-SPLC;* R. L. Mayhew, *manager-labor relations;* J. McPartland, *head clerk;* B. J. Meredith, *clerk;* C. J. Muldowney, *assistant manager freight claims;* C. J. Ralli, *head clerk;* B. H. Rushing, *manager-freight claims;* A. A. Shapiro, *assistant to controller;* B. E. Staymates, *supervisor-operating data systems;* D. J. Sullivan, *senior systems analyst;* V. J. Truman, *inspector-DP&LS;* H. Waldron, *clerk;* R. W. Weiler, *office manager;* E. L. West, *voucher certifier.*

HOUSTON DIVISION AND REPAIR PLANTS: O. Anderson, *laborer;* B. A. Ashley, *claim clerk;* C. B. Buck, *manager-Pricing;* H. L. Clepper, *assistant plant manager;* F. A. Gallagher, *general foreman-Mechanical;* A. Gomez, *lead inspector;* W. C. Herreth, *signal foreman;* H. W. Kornegay, *assistant superintendent of communications;* S. B. Lee and H. R. Matrisciani, *governmental relations representatives;* M. L. McKissack, *clerk;* J. C. Phillips, *signalman;* A. C. Rice, *chief clerk-Zone Accounting;* A. S. Rocha, *oiler;* V. R. Rocha, *foreman;* S. Ross, *delivery leader;* D. W. Runnels, *engine foreman;* F. J. Runyan, *assistant chief clerk;* A. F. Shaw, *business car chief;* L. E. Sprinkle, *foreman-Zone Accounting;* W. D. Stuckey, *sergeant;* B. J. Tooke, *communications traffic supervisor;* R. A. Wade, *switchman;* H. A. Wright, *clerk.*

LAFAYETTE DIVISION: J. R. Begnaud, *car inspector;* C. Breaux, *locomotive engineer;* G. Clause, *welder;* J. R. Doucet, *car inspector;* J. O. Ferdinand, *carman welder;* J. R. Hendry and G. Laciura, *switchmen;* J. J. Martin, *sheetmetal worker;* J. L. Moseley, *conductor;* O. Spencer, *car inspector;* J. M. Wattigney, *locomotive engineer.*

LOS ANGELES DIVISION AND REPAIR PLANTS: H. P. Becerra and J. H. Chagolla, *laborers;* J. R. Clapp, *crew dispatcher;* E. W. Cleek, *yardmaster;* R. Crump, *lift truck operator;* M. DaSilva and C. Davis, *clerks;* C. M. Davis, *mechanic;* G. Donagrechia, *carman mechanic;* L. M. Durado, *janitor;* W. F. Dunlap, *building maintainer;* A. H. Espinosa, *truck driver;* A. B. Garcia and R. Gutierrez, *laborers;* S. Germick, *conductor;* R. E. Hamilton, *manager-Freight Claims;* C. A. Inglish, *assistant area engineer;* J. Laughon, *switchman;* M. M. Litvak, *train clerk;* R. L. Malone, *janitor;* T. C. Martinez, *laborer;* A. Mascorro, *machine operator;* W. E. McCue, *switchman;* J. T. McDowell, *car inspector;* L. E. Nash, *section stockman;* J. B. Nunnally, *switchman;* W. E. Perkins, *locomotive engineer;* G. Ramirez, *sheetmetal worker;* J. M. Reyes, *laborer;* L. R. Romero, *train clerk;* E. T. Sadowski, *civil engineer;* D. Silva, *trackman;* B. K. Smith, *president & general manager, SPPL;* R. O. Stephens, *electrician;* W. C. Todd, *foreman;* K. E. Utley, *sheetmetal worker;* R. J. White, *regional manager-SPIDCo.;* S. A. Williams, *truck driver.*

OREGON DIVISION: D. R. Burris, *clerk;* H. L. Chilton, *draftsman;* M. Caceres, *assistant foreman;* E. A. Davis, *machinist;* G. V. Dennis, *switchman;* L. B. Dierks, *drawbridge operator;* J. Fajmon, *fuel oil attendant;* J. Gonzelez and E. Gray, *laborers;* K. A. Helbert, *foreman;* M. Jackson, *truck driver;* J. S. Jeppesen, *machinist;* N. Johnson, *laborer;* M. A. Kirchem, *brakeman;* M. L. Marsh and J. H. Meza, *laborers;* W. L. Morrison, *assistant special agent;* E. D. Morse, *switchman;* E. F. Olson, *locomotive engineer;* W. A. Padula, *conductor;* T. Thomas, *carmen welder;* C. F. Timm, *chief clerk;* R. A. Wakefield, *sheetmetal worker;* C. Wattenbarger, *laborer;* E. H. Webb, *conductor;* O. M. Wherley, *brakeman.*

SACRAMENTO DIVISION AND REPAIR PLANTS: D. Aguilera, *welder;* R. C. Andreozzi, *locomotive engineer;* H. S. Baker and F. L. Berg, *electricians;* A. Ballingham, *signal maintainer;* C. E. Barba, *switchman;* R. A. Bell, *locomotive engineer;* M. P. Bosnich, *sheetmetal worker;* J. L. Brent, *clerk;* R. L. Bucy, *switchman;* H. O. Campbell, *crane operator;* D. E. Cardon, *locomotive engineer;* R. L. Coe, *equipment operator;* V. E. Daley and R. J. DelCarlo, *signal maintainers;* J. R. Dallinga, *machinist;* T. DePaul, *conductor;* K. C. Donnelly, *signal training officer;* C. F. Donohue, *mechanic;* E. D. Dumble, *timekeeper;* A. Gonzalez, *machine operator;* J. E. Greeney, *train clerk;* R. A. Hecox, *laborer;* J. S. Little, *carman;* P. R. Luna and P. M. Montalvo, *laborers;* T. Medel, *clerk;* N. R. Nobles, *clerk;* A. H. O'Donoughue, *locomotive engineer;* R. L. Perry, *brakeman;* C. D. Petersen, *machinist;* G. D. Phillips, *switchman;* T. W. Pinkston, *pipefitter;* R. L. Robison, *truck driver;* E. V. Rodriguez, *laborer;* G. R. Root, *assistant to manager-P&M;* F. L. Rothschild, *machinist;* J. Sherman, *laborer;* J. Shuper, *yard office supervisor;* A. E. Sidwell, *signal maintainer;* E. R. Smith, *clerk;* T. D. Tedder, *carman;* D. Tinoco, *laborer;* J. T. Trejo, *forklift operator;* J. Tremblay, *car inspector;* L. J. Valencia, *moulder;* J. Veraldi, *machinist foreman;* G. Zei, *electrician.*

SAN ANTONIO DIVISION: C. R. Alves, *yard office supervisor;* D. J. Bennett, *conductor;* W. F. Brown, *business car chef;* W. W. Day, *brakeman;* W. F. Dodgen, *locomotive engineer;* G. F. Elley, *machine operator;* L. A. Escajeda, *porter;* J. L. Gibson, *laborer;* H. Q. Grizzard, *senior assistant engineer;* E. W. Guinn and J. T. Harrison, *locomotive engineers;* E. B. Harborth, *signal inspector;* M. J. Jonas, *electrician;* J. L. Lopez, *track supervisor;* M. L. Magruder and C. P. McCue, *clerks;* G. L. McCauley, *foreman;* B. C. McCord, *car inspector;* L. W. Odom, *machinist;* C. A. Pompee, *locomotive engineer;* S. Ruedas and S. F. Santillanes, *porters;* B. W. Saunders, *industrial engineer;* H. H. Seewald, *machinist;* H. W. Sowell, *locomotive engineer;* J. L. Spivey, *assistant superintendent;* P. B. Wahl, *brakeman;* E. Trevino and L. J. Zuniga, *laborers.*

SAN JOAQUIN DIVISION: E. R. Amick, *rail plant supervisor;* M. Antongiovanni, *chief clerk;* R. E. Blind, *switchman;* E. O. Denham, *car inspector;* J. S. Diosadado, *bulldozer operator;* E. S. Feeney, *surveyor;* N. A. Likewise, *agent;* S. G. Martinez, *carman;* D. H. Price, *truck driver;* H. D. Thomason, *clerk;* W. J. Vlahakis, *machinist;* S. F. White, *telegrapher.*

TUCSON DIVISION: W. V. Adkins, *switchman;* R. R. Candelaria, *car inspector;* A. D. Canas, *laborer;* L. L. Cisneros, *chief clerk;* J. W. Cole, *operator-SPPL;* B. DeSantiago, *foreman;* L. W. Dudrey, *telegrapher-clerk;* R. K. Eggman, *switchman;* S. L. Luna, *track walker;* D. F. McClatchy, *switchman;* A. P. Montes, *machinist;* R. D. Mullins, *assistant terminal superintendent;* M. T. Najera, *carman;* G. W. Norton, *cashier;* R. E. O'Connor, *export manager;* L. Posey, *agent-telegrapher;* V. J. Ridenour, *locomotive engineer;* G. S. Romero, *assistant foreman;* J. Tapia, *foreman;* E. R. Yocom, *locomotive engineer.*

WESTERN DIVISION: S. Baker, *locomotive engineer;* O. W. Banning, *switchman;* R. M. Chavira, *laborer;* D. D. Cross, *conductor;* L. DaCosta, *locomotive engineer;* H. Eden, *laborer;* A. G. Esquivel, *crane operator;* M. F. Gonzalez, *truck driver;* A. D. Guajardo, *supplyman;* H. L. Jennings, *switchman;* J. D. Keane, *carman;* A. J. Keys, *signalman;* P. Mary, *welder;* D. E. McCumsey, *crew dispatcher;* W. N. McKee, *locomotive engineer;* E. Newsome, *lift truck operator;* W. A. Ransted, *machinist;* B. R. Rhoten, *yardmaster;* C. I. Roberson, *clerk;* J. G. Ruiz, *foreman;* C. G. Sanchez, *laborer;* G. W. Sekavec and W. L. Sparks, *switchmen;* F. J. Shannon, *statistician.*

COTTON BELT: E. N. Brown, *vice president-Sales, San Francisco;* C. J. Kessen, *chief clerk-sales, Cincinnati. Kansas City Division:* J. T. Bair, *trailmaster;* R. R. Beames, *conductor;* D. G. Fundenberger, *clerk;* J. E. Lopez and P. Ortiz, *laborers;* O. Stark, *conductor;* R. L. Thomas, *switchman;* P. B. Timm, *brakeman;* J. E. Tolin, *territory sales manager. Pine Bluff Division:* G. B. Allen, *chief clerk;* G. B. Allen, *chief yard clerk;* L. C. Ballard, *foreman;* J. Boshers, *mechanic;* W. D. Bryant, *examiner-Labor Relations;* H. B. Clary, *A&WE supervisor;* C. D. Dodds, *switchman;* J. H. Findley, *welder;* D. E. Hamilton, *clerk;* L. L. Harrison, *switchman;* H. W. Henderson, *train clerk;* L. M. Honeycutt, *yardmaster;* W. E. Howard, *manager-regional training;* W. F. Key, *laborer;* C. D. Lacy, *stowman;* L. S. Land, *office supervisor;* B. M. Martin, *chief train dispatcher;* R. McHaney, *chief clerk;* V. E. Mullenax, *locomotive engineer;* W. W. Prigmore, *conductor;* S. Sawyer, *carman;* G. E. Smith, *agent;* W. S. Spicer, *brakeman;* J. H. Thrower, *laborer;* J. W. Walton, *assistant superintendent;* J. H. Whiteside, *clerk;* G. C. Wilburn, *brakeman;* H. E. Wooley, *chief clerk;* W. R. Wooley, *assistant office supervisor;* H. B. Wright, *conductor.*

THE PMT SYSTEM: W. G. Ackerman, *manager of personnel, Burlingame;* R. A. Bishop, *terminal manager;* H. E. Clifton, *assistant maintenance manager, Portland;* G. Ferguson, *terminal manager, Fremont Auto Transport;* D. W. Hilderbrand, *vice president & controller, Burlingame;* R. S. Poppino, *foreman, Portland;* H. H. Sapp, *sales representative, Redding;* J. A. Shelton, *terminal manager, Chico;* S. P. Simonian, *terminal manager, Fresno;* O. E. Sutton, *assistant terminal manager, Texarkana;* J. D. Wallace, *maintenance manager, Tucson.*

OTHERS: J. P. Mejia, *laborer* and W. F. Ringlbauer, *track supervisor,* both with NWP; H. C. Gallaher, *sales representative, Vancouver, B.C.;* J. H. Hardy, *account executive, Washington, D.C.;* E. J. Kovarik, *chief clerk-Rate Bureau, New York.*

In Memoriam

Robert L. King, senior vice president-traffic, died November 27, 1982 marking the close of a 38-year railroad career. A native of Auxvasse, Missouri, King joined Southern Pacific in 1944 at El Paso. He was assigned to positions of increasing responsibilities over the years, serving at Carrizozo, New Mexico; Gila, Arizona; Sacramento and Truckee, California; Portland and Ogden.

In 1965, King was appointed superintendent of the Western Division. In 1967, he was assigned assistant general manager in the Operating Department at San Francisco and was named general manager two years later. In 1977, he was appointed vice president-operations. The following year, he was named vice president-traffic and in 1982 was appointed senior vice president-traffic. □

* * *

Bernard S. Sines, retired vice president, died November 19, 1982 at Boston, Massachusetts.

Mr. Sines, who retired in 1967 with 42 years of service, had served as executive vice president at Houston for SP's Texas and Louisiana Lines and was executive vice president of the Texas and New Orleans Railroad before it was merged with SP Company in 1961. He had also been vice president and president of Southern Pacific Company of Mexico. □

Deaths

GENERAL OFFICE, SAN FRANCISCO: Pensioners: L. J. Bockman, *lead distribution clerk;* W. J. Canepa, *head statistical clerk;* H. J. Carroll, *secretary of the Company;* W. J. Clayberg, *printer machine operator;* F. T. Doyle, *timekeeper;* D. Gray, *clerk;* W. E. Keelin, *special accountant;* M. J. Keeth, *waitress;* M. A. LeCompte, *per diem & mileage clerk;* J. Maguire, *assistant engineer;* G. B. O'Brien, *sergeant;* E. F. Solon, *key punch operator;* W. S. Stanley, *buyer;* S. S. Wemett, *assistant to general auditor.*

HOUSTON DIVISION AND REPAIR PLANTS: D. C. Douglas, *brakeman;* J. R. Saludis, *brakeman-switchman.* Pensioners: W. E. Armitage, *locomotive engineer;* L. L. Born, *sheetmetal worker;* M. P. Capdevielle, *yard foreman;* M. W. Van Dyke, *telephone operator;* P. G. Garcia, *freight car welder;* T. J. Harbich, *manager-Zone Accounting;* M. J. Hebert, *carman;* D. M. Hemphill, *clerk;* J. Hoop, *auditor;* J. G. House, *conductor;* M. D. Jacks, *brakeman;* B. L. Jones, *laborer;* J. C. Kissinger, *clerk;* A. H. Laws, *senior assistant engineer;* T. A. Maloney, *conductor;* F. Miller, *agent-telegrapher;* R. D. Moore, *yard helper;* R. L. Moore, *cashier;* D. Perez, *laborer;* F. C. Purvis, *passenger carman welder;* R. P. Robbins, *car inspector;* J. Smith, *laborer;* B. S. Sines, *vice president;* S. J. Sutherland, *chief yard clerk;* A. Torres, *laborer;* H. J. Tucks, *carman;* F. H. Ward, *electrician;* M. Zinanti, *storekeeper-lineman.*

LAFAYETTE DIVISION: T. J. Chabert, *messenger;* C. G. Hebert, *repair track foreman;* G. A. Malagarie, *switchman;* P. A. Williams, *laborer.* Pensioners: G. T. Adams, *assistant chief yard clerk;* B. F. Brondum, *switchman;* J. H. Christen, *lineman;* G. A. Halphen, *agent-telegrapher;* M. Harrison, *laborer;* B. J. Michel, *general clerk;* O. H. Romero, *conductor;* J. D. Ryan, *lever foreman;* W. C. Sargent, *agent-telegrapher;* A. Stutes, *lead car inspector.*

LOS ANGELES DIVISION AND REPAIR PLANTS: C. G. Miramontes, *electric crane operator;* A. D. Silverman, *senior head demurrage clerk;* J. F. Stride, *electrician.* Pensioners: R. H. Aiters, *freight claim inspector;* S. D. Arellano, *foreman;* J. R. Banuelos, *laborer;* A. P. Barthel, *clerk;* R. M. Collins, *conductor;* E. Cummings, *laborer;* J. V. Dennison, *conductor;* G. Dropulic, *machinist;* L. R. Dunn and E. W. Enz, *locomotive engineers;* I. W. Erhardt, *assistant trainmaster;* E. A. Fay, *train clerk;* J. R. Fletcher, *engine foreman;* B. Garcia, *laborer;* M. G. Garcia, *freight car painter;* K. Glumac, *stationary engineer;* C. E. Haig, *conductor;* J. E. Holderer, *machinist;* J. E. Helt, *pipefitter;* E. A. Hume, *terminal car clerk;* J. E. McNeese, *locomotive engineer;* G. P. Medina, *freight carman;* M. Mendoza, *janitor;* A. P. Miller, *head file clerk;* J. I. Moore, *roundhouse foreman;* N. E. Mundell, *assistant cashier;* W. R. Murdock, *sheetmetal worker;* I. E. Murphy, *conductor;* J. B. Nolan, *clerk;* V. I. Norris, *senior zone accounting clerk;* S. P. Oliver, *road foreman of engines;* J. Patton, *train attendant;* J. D. Peeler, *chief claim clerk;* W. C. Roberts, *motorman;* M. Sabella, *freight carman;* B. J. Sammon, *assistant trainmaster;* T. R. Sanchez, *sheet metal worker;* H. N. Schoeleman, *lead carpenter;* E. M. Seely, *machinist;* C. Q. Simmons, *brakeman;* W. F. Stone, *assistant engineer;* L. D. Turinetti, *sheet metal worker;* S. Walis, *laborer;* L. J. Watson, *foreman.*

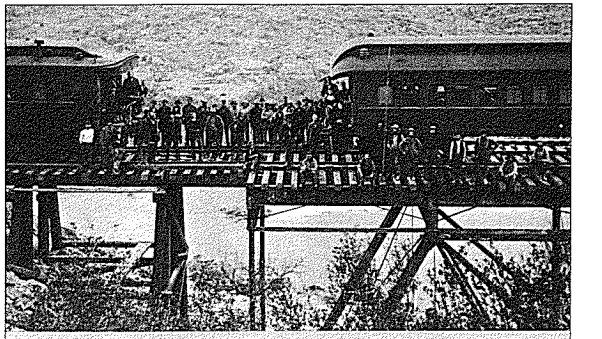
OREGON DIVISION: A. L. Brewer, *agent;* E. E. Lankins, *assistant chief yard clerk.* Pensioners: H. E. Arkarro, *brakeman;* J. M. Brown, *car foreman;* R. E. Christensen, *switchman;* B. F. Eidson, *locomotive engineer;* R. P. Gilpin and R. C. Hitchcock, *conductors;* H. Hobbs, *yard clerk;* B. E. Larson, *locomotive engineer;* J. D. Maxey, *welder;* J. W. Parker, *safety officer;* E. Robertson, *laborer;* N. J. Rude, *crew dispatcher;* J. V. Stevens and O. M. Wherley, *brakemen;* J. W. Welton, *car inspector;* E. D. West, *locomotive engineer.*

SACRAMENTO DIVISION AND REPAIR PLANTS: E. L. Kamrer, *switchman;* L. J. Washburn, *TCF clerk.* Pensioners: E. F. Ahlborn, *locomotive engineer;* P. J. Barisich, *freight carman;* D. Bianco, *boilermaker;* E. F. Ellery, *carpenter;* H. A. Flournoy, *auto-track operator;* A. Freeland and J. Getto, *machinists;* B. P. Genia, *laborer;* A. Gutierrez, *engine washer;* J. G. Hicks, *assistant chief clerk;* W. J. Holmes, *crew dispatcher;* C. Kinnamon, *machinist;* F. P. Lee, *electrician;* J. N. Moore, *car foreman;* E. J. Morgan, *telephone operator;* H. C. Perkins, *lift truck operator;* C. A. Richins and R. Salinas, *machinists;* J. C. Schiel, *passenger car carpenter;* J. B. Sherlock, *clerk;* C. H. Sherrill, *janitor;* N. P. Shull, *foreman;* W. J. Snowden, *switchman;* J. B. Stone, *machinist;* E. W. Strawhecker, *locomotive engineer;* C. Whaley, *stationary engineer;* J. L. Young, *switchman.*

SAN ANTONIO DIVISION: M. C. Rothlisberger, *brakeman;* J. Garcia, *laborer-driver;* O. J. Hagelgans, *clerk.* Pensioners: W. D. Calhoun, *engine foreman;* J. Charles, *machinist;* F. C. Chavira, *foreman;* T. D. Fox, *yard foreman;* B. Garrett, *yard helper;* F. M. Gonzalez, *sheet metal worker;* A. B. Hines, *section foreman;* S. B. Long, *machinist helper;* A. Martinez, *foreman;* U. L. Murrah, *laborer;* L. J. Potoker, *carman;* W. A. Rees, *carman inspector;* R. H. Ridley, *locomotive engineer;* F. H. Rinderknecht, *switchman;* C. R. Sandoval, *caboose supplyman;* M. L. Sheppard, *freight claim inspector;* T. C. Tanner, *engine foreman;* J. W. Thomas, *foreman.*

SAN JOAQUIN DIVISION: F. Barraza, *car foreman.* Pensioners: O. Colwell, *locomotive engineer;* M. V. Facer, *yardman;* M. H. Hillman, *engine foreman.*

TUCSON DIVISION: J. A. Lamb, *signal clerk clerk.* Pensioners: R. L. Ayala, *supplyman;* R. F. Beal, *locomotive engineer;* P. Bobersky, *brakeman;* H. Braziel, *coach cleaner;* R. Carino, *laborer;* E. J. Collier, *quarry foreman;* J. A. Darnell, *assistant supervisor of automotive and work equipment;* F. A. Donahue, *locomotive engineer;* J. R. Easton, *electrician;* J. C. Estrada, *boilermaker helper;* R. R. Garner, *telegrapher;* J. M. Gonzales, *laborer;* J. P. Hambright, *brakeman;* E. M. Hansen, *telegrapher;* S. N. Osborne, *locomotive engineer;* W. G. Old and H. K. Powell, *conductors;* J. M. Ping, *telegrapher;* C. E. Richardson, *foreman;* A. G. Rios, *laborer;* W. L. Schwartz, *general yardmaster;* W. C. Scott, *carman;* A. C. Valencia, *freight carman;* L. E. Walsh, *conductor;* J. S. Yanez, *locomotive supplyman.*



This photo, commemorating the completion of the Sunset Route, was taken in 1883 on a 200-foot-high bridge a short distance from where the historic joining of the rails took place.

Sunset Route Celebrates Its Centennial

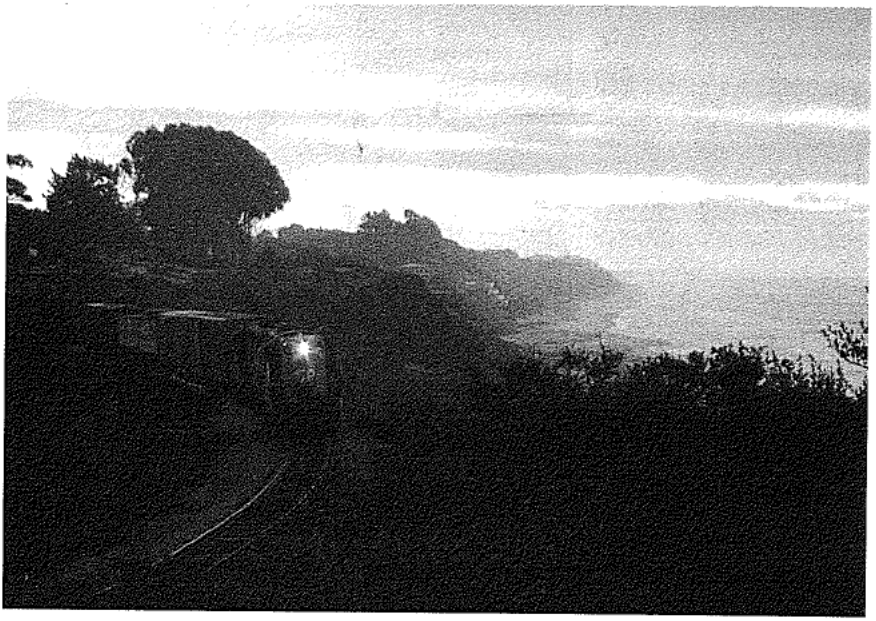
The Sunset Route, the nation's second direct transcontinental route, was completed 100 years ago. On January 12, 1883, Col. T. W. Peirce, president of the Galveston, Harrisburg & San Antonio Railroad, drove the ceremonial silver spike at a location on the Mexican border in southwestern Texas where the Pecos and the Rio Grande Rivers join. The line was officially opened to traffic on February 5.

R. D. Bredenberg, general manager at Houston, and R. G. McWhirter, superintendent of the San Antonio Division, were among the SP representatives attending ceremonies marking the 100th anniversary of the Sunset Route's completion. Retired Conductor Sidney Humphreys, president of the Val Verde County Historical Commission, recreated the spike driving ceremony near the original site which is now part of Seminole Canyon State Park near Comstock, Texas. □

WESTERN DIVISION: R. E. Benson, *clerk;* C. W. Brinckman, *assistant engineer;* M. H. Kies, *locomotive engineer.* Pensioners: J. B. Albright, *assistant mail & baggage handler;* J. Alexander, *coach cleaner;* I. Z. Avila, *laborer;* M. Bailey, *cook;* T. L. Barter, *foreman;* C. Brown, *business car porter;* A. C. Chance, *carpenter;* C. F. Chandler, *conductor;* I. L. Cobb, *train attendant;* L. E. Crain, N. H. Edwards, R. O. Folsom and W. C. Fuller, *locomotive engineers;* W. M. Galway and J. Hippolitt, *carmen;* A. S. Halstad, *trucker;* M. E. Howard, *steno-clerk;* I. B. Jefferson, *laborer;* W. R. Jones, *locomotive engineer;* E. J. Kendrick, *shop clerk;* V. G. Mancus, *trailer flatcar clerk;* A. I. Matley, *locomotive engineer;* E. M. Martinsen, *cable splicer;* C. McMullen, *machinist;* D. Millison, *conductor;* A. Morales and R. A. Moskiman, *carmen;* C. J. O'Rourke, *car foreman;* J. C. Owens, *dining car waiter;* L. M. Perez, *janitor;* J. C. Powell, *car inspector;* C. F. Spofford, *train clerk;* C. T. Steinmetz, *fireman;* L. C. Stromberg, *signalman;* L. Temple, *red cap porter;* P. R. Thomassen, *agent-telegrapher;* F. W. Treseler, *machinist;* A. Vlassis, *carman helper;* J. H. Wagner, *red cap porter;* E. W. Wenburg, *senior switchmen's timekeeper;* F. I. Weyand, *clerk;* M. A. Wood, *head linen folder;* E. Young, *chair car porter.*

COTTON BELT: V. F. Kanady, *locomotive engineer.* Pensioners: C. R. Cooper, *telegrapher-clerk;* L. R. Darby, *laborer;* C. Gridiron, *motor truck operator;* H. L. Walker, *road foreman of engines;* W. R. Ware, *trainmaster.*

OTHERS: Pensioners: R. B. Coghlan, *assistant manager-Freight Loss & Damage Prevention, SPT of T&L, Dallas;* J. E. Comer, *district lineman, Communications, Nevada;* J. F. Earnshaw, *treasurer & purchasing agent, Harbor Belt Line, Wilmington;* R. Massie, *assistant foreman, LAUPT.*



The Santa Cruz Local makes its way along the central California coast. This scene, captured by Los Angeles Conductor T. S. Word, was selected as one of the outstanding photographs submitted by active and retired employees to the Safety Department's photography contest. Twelve other award winners are featured beginning on page 11.

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